

CARLISLE TRANSPORT STEERING GROUP

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Notes of a Meeting of the Carlisle Transport Steering Group held on Thursday 4 October 2001 at 10.00 am at The Courts, Carlisle.

PRESENT

Mr K Wilkinson (Chairman)

Mr R E F Aldersey - Cumbria County Council
Mr R Bloxham - Carlisle City Council
Mr E Firth - Carlisle City Council
Mrs J Geddes - Carlisle City Council
Mr J Mallinson - Cumbria County Council
Mr D Morton - Carlisle City Council
Mr G Prest - Carlisle City Council
Mr C J Southward - Cumbria County Council
Mr R Watson - Cumbria County Council

Officers in Attendance:-

Mr M Battersby - Director of Environment and Development, Carlisle City Council
Mr K B Poole - Environment Department, Carlisle City Council
Mr J Robinson - County Council Community, Economy & Environment Department
Mr D Sheard - County Council Community, Economy & Environment Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr M Mitchelson (substitute Mrs J Geddes) and Mr L Fisher.

2. DECLARATIONS OF INTEREST

Mr J Mallinson declared a non-pecuniary interest in Agenda Item No 13 - Proposed Development - Kingmoor Park Regional Business Centre. Mr G Prest declared a non-pecuniary interest in Agenda Item No 3(b) - Station Road, Brampton, 7.5 Tonnes Weight Limit and Item No 13 - Proposed Development - Kingmoor Park Regional Business Centre.

The Chairman advised Members that the Local Committee at its meeting on 24 September had decided that the Carlisle Transport Steering Group would meet on 4 October, a day originally set aside for the first meeting of the Carlisle Joint Highways Committee. There were some difficulties concerning the arrangements for the Joint Committee including the composition of the City Council's membership and pending further guidance on this and other issues such as call-in procedures it was agreed that the Transport Steering Group should meet in its place. In view of the limited timescale the external members of the previous Transport Steering Group had not been invited to this meeting.

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Current legislation indicated that the City Council Members of the Joint Committee, because it would be a decision-making body, had to be comprised of Members of the City Executive, ie all Conservative Members. Some County Members expressed their concern that the City representation at this meeting was solely comprised of Conservative Members. The City Council advised that this issue was being addressed.

3. PUBLIC PARTICIPATION

(a) Blackford – 7.5 Tonnes Weight Limit

On behalf of Westlinton Parish Council Mr R Bloxham presented a petition signed by 50 local residents requesting a 7.5 Tonnes Weight Limit on the C1009 Road between Blackford and Cliff. The introduction of such a weight limit had been investigated in the past and the Parish Council were now asking for a more meaningful investigation of the road usage particularly HGVs.

The Chairman responded as follows:-

“Thank you for bringing this petition to the meeting. I appreciate that there has been a delay in being able to bring this matter forward, but I am grateful for your work in pulling this together.

The original proposal, several years ago was dropped, following a traffic count, which revealed that there were comparatively few HGVs using the road. However, since then things have changed, and HGVs are causing a problem. With this in mind, the County Council are proposing a 7.5 tonnes weight restriction for this road, which should be implemented this year. We will be carrying out statutory consultations in the very near future, and, if all goes well, should be able to make a suitable Traffic Regulation Order thereafter, with the Scheme becoming fully operational around about February.”

The Head of Member Services was asked to supply this response to Mrs Jefferson, the Clerk of Westlinton Parish Council with a copy to Mr Bloxham.

(b) Station Road, Brampton – 7.5 Tonnes Weight Limit

Mr Todd and Mr Harrison presented a petition signed by the majority of residents on Station Road requesting a 7.5 tonnes weight limit restriction on this residential road. Mr Todd advised that the strength of feeling in the locality was very strong regarding the effects on the properties on Station Road and the difficulties experienced by pedestrians. It was claimed that more HGVs were using the road than previously possibly as a shortcut to the A689 rather than using the roundabout on the A69 Brampton Bypass. The Chairman responded as follows:-

“Thank you for presenting your concerns to this Steering Group. Clearly there has been a change in the route that lorries are using and Station Road should not be used by lorries in the number that you describe.

Officers will investigate this and report back to the Steering Group. Possible options for Officers to look at are to find out where the lorries are coming from and to try to obtain the hauliers agreement to use better routes, introduce signing as part of the

enhancement scheme that is proposed for Brampton or propose a formal restriction. Thank you for coming and we will keep you informed on progress."

(c) Wigton Road/Caldcotes - Crossings
Petition and Referral from Carlisle City Council

The Steering Group received a petition submitted by Mr P Bradley regarding road safety on Wigton Road and asking for the adaptation of the Pedestrian Crossing on Wigton Road/Caldcotes for use by the disabled and the removal of the crossing at Caldcoates to a slightly higher position of the road to give more distance between the crossing and the roundabout. In addition Mr J Guest reported on a Notice of Motion from Carlisle City Council on 17 July 2001 asking for the re-examination of the road safety needs on the Wigton Road and Caldcoates zebra crossings. Mr Guest acknowledged that this issue had been considered previously by the Transport Steering Group and the Area Committee but suggested that the situation had changed following the development of a new play area on the former Trinity Church site. Difficulties were experienced by pedestrians trying to cross Wigton Road and Caldcoates but there was particular concern regarding use of these crossings by children and the elderly.

Mr Bradley referred to the petition, signed by 300 people, and asked that the County Council undertake a feasibility study, as had been suggested previously, in relation to these crossings.

The Chairman responded as follows:-

"Thank you to both the petitioners and the City Council for bringing this issue to the Steering Group's attention. However, the Steering Group has considered this location and the problems and layout about a year ago. At that time it was agreed not to pursue carrying out any alterations in advance of proposals for development at Morton. Having said that, you are clearly referring to changed circumstances, and therefore we will ask Officers to review the report that was presented to the Steering Group last year and come back to a future meeting."

(d) Orton Road - Pedestrian Crossing

The Steering Group received a petition from Mr Tweddle regarding provision of a pedestrian crossing on Orton Road. Unfortunately, Mr Tweddle had been unable to attend this meeting and further information regarding the location of the requested crossing was required. The Chairman responded as follows:-

"On behalf of the Steering Group I accept this petition and Officers will be asked to review the need for a crossing facility and to report back to a later meeting of the Steering Group".

4. NOTES OF LAST MEETING

The Notes of the last meeting of the Carlisle Transport Steering Group held on 15 May 2001 were received.

5. OBJECTIONS TO TRAFFIC ORDERS

(1) Changes to Taxi Ranks

Following a request from local taxi firms the Transport Steering Group had agreed to promote a Traffic Regulation Order detailing changes to taxi ranks in the City Centre which aimed to increase the overall number of taxi rank spaces and alter some of the locations to improve the efficiency of the ranks. The Traffic Regulation Order had been advertised and the Transport Steering Group's views on the objections were now being requested. The Chairman reminded Members that the Government had given a clear directive in its response to the Cumbria Local Transport Plan that adequate provision should be made for taxis, and other public service vehicles, in order to ensure an integrated transport policy.

The majority of the objections related to the evening rank on St Paul's Square and officers advised that following discussions with the taxi companies it had been agreed not to progress with the evening rank and to maintain the current restrictions on St Paul's Square.

An objection had been received to the proposed change in Lonsdale Street however it was recommended that in order to clarify a somewhat confusing situation at present, with various restrictions in place including a disc zone space and an orange badge bay, the objection be overruled.

Members commented on the proposal to allow taxis to enter Lonsdale Street from Spencer Street and were advised that this would be considered at Agenda Item No 9 later in the agenda. It was

AGREED, that Carlisle Local Committee be **RECOMMENDED** that the evening taxi rank on St Paul's Square be not progressed but all other changes introduced and the Taxi Rank Order be made.

(b) Brisco 40mph Speed Limit

Three letters had been received regarding the proposed 40mph speed limit at Brisco. The letters were not objections but were requests to increase the extent of the restrictions to the city boundary to the north and to the junction with the C1014, Durdar to Dalston Road to the south.

A new Traffic Regulation Order would have to be promoted in order to extend the limit of the 40mph speed restriction. Officers felt that once the 40mph Order in Brisco was introduced this might have the effect of reducing driving speeds over the other lengths of road. Members commented that it might have been possible for the original investigation by Officers to have predicted the request for an extended limit of the Order towards the city boundary.

AGREED, that the Carlisle Local Committee be **RECOMMENDED** that the Brisco speed limit be made and the restrictions introduced subject to the monitoring of the effect of the speed restriction on the requested extensions to the restrictions.

6. CABLE TV INSTALLATION – CARLISLE/BRAMPTON

Members received a presentation from the cable television company OMNE, previously known EON, who were planning to lay cable television ducts to all 33,000 homes in Carlisle during the next 12-15 months. The delegation comprised of Ian Renshaw (Chief Executive), Chris Webb (Director of Sales and Marketing), Paul Beeby (Network Operations Director) and Michaela Wadsworth (PR Manager).

OMNE had been established as a Company in May 2001 and prior to that had spent 18 months raising funding of £265m to provide a digital broad band communications network in South West Scotland and North West England. Their intention was to provide a service to 325,000 homes and 25,000 businesses. The Company intended to provide a state of the art digital system to the region and would provide a "bundled" service to individuals and businesses of a telephone system, a digital television system and dial-up Internet connections.

The Company intended to commence their operations in Carlisle on 25 October. One main contractor, McNicholas, would be carrying out the work under the supervision and management of OMNE staff who would be recruited and based locally. The Company would have a permanent presence in the city with an office on Kingstown Industrial Estate. Where possible the Company intended to lease cable space in existing trunking systems. Where this was not possible however they would use modern construction techniques aimed to minimise disruption to provide their own trunking. The Company were aware of the historic nature of Carlisle and would be taking advice of Local Authority officers regarding the replacement of sandstone pavements etc. The Company's aim was to carry out their work with the minimum of disruption to local people. These local people would become the potential customers of the Company and, therefore, it was not in the interests of OMNE to disrupt these people during the construction phase. It was intended that local people would be advised in writing of the works to be carried out a few weeks before construction began. A free phone telephone number would also be available for any questions/complaints etc.

It was noted that the City Council Officers were anxious to discuss the proposals further with OMNE given the proposed commencement date of 25 October.

The Chairman sought an assurance from OMNE that local Members, both City and County Council, would be kept apprised of the proposed programme of construction works and suggested that this be done on a fortnightly basis. Details of the names and addresses of all City Council Members and County Council Members in the Carlisle area would be forwarded to OMNE to facilitate direct communication between the Company, Members and the relevant Council Offices. OMNE had a website and it was proposed that a link from the County Council website could be created to assist in the provision of information.

The Company were thanked for their presentation, Members welcomed the development of digital communications within the area, however reminded OMNE that Carlisle was an historic city, there had been a problem with a reduction in tourists recently due to the foot and mouth disease outbreak and that as little disruption as possible was required during these construction works.

The Meeting broke for lunch at this stage.

The Transport Steering Group then considered a report by the County Director of Community, Economy and Environment which stated that OMNE would be responsible for paying the costs of any damage which occurred to paving materials including sandstone flags during the construction work. However, the costs of providing replacement flags which were broken prior to the works had to be borne by the Highway Authority.

Members commented on the need to ensure good liaison and good working relationships between the Officers of both Councils and the supervisory/management staff at OMNE to ensure that the works took place with the minimum of disruption.

It was

AGREED, that

- (1) the report and presentation be noted;
- (2) the Carlisle Local Committee be **RECOMMENDED** to identify a budget in the region of £20,000 to fund the materials costs to replace existing cracked/damaged paving materials.

7. LANES EXTENSION – STAGE 3 SAFETY AUDIT ISSUES

Mr D Jackson, Manager of The Lanes shopping centre, attended the meeting during discussion on this item.

A report by the County Director of Community, Economy and Environment detailed issues arising from the Stage 3 safety audit on works undertaken in connection with the extension to The Lanes development.

The Steering Group discussed a particular situation which had arisen the previous weekend concerning the car park at The Lanes. A new "pay on foot" parking system had been introduced in The Lanes car park the previous week. On Saturday 29 September several factors including wet weather, an increase in the number of shoppers and the new parking system had combined together to produce traffic congestion in the vicinity of the car park on Lowther Street with a knock-on effect to the rest of the City Centre. Mr Jackson also felt that the current phasing of the traffic lights had exacerbated the problem. The management hoped that the congestion would be reduced once customers got used to the new system. To assist the problem the Director of Community, Economy and Environment proposed the introduction of "yellow box" hatched markings at the exit from The Lanes car park which should ensure a clear passage of through vehicles at the junction. The situation would continue to be monitored in the run up to Christmas. In the short-term it was agreed that The Lanes management should work closely with the Police to avoid any traffic congestion. It was noted that some drivers with a disabling condition were having difficulty in reaching the ticket machine.

Another area of concern was the safety of pedestrians at the Scotch Street/Warwick Street/Rickergate/New Drovers Lane junction. It was proposed to use new traffic data to update the computer model for this junction and the linked West Tower Street/Scotch Street junction to confirm the case for the introduction of an "all red" pedestrian phase. In addition it was proposed to simplify the junction layout by closing the junction of Warwick Street with Rickergate. This was a proposal which would

be subject to investigation and consultation with the residents on Warwick Street who had previously expressed concerns regarding their ability to approach their garages.

Members felt that the provision of Variable Message Signing (VMS) was essential to the success of the traffic system in this vicinity and the Director of Community, Economy and Environment advised that further information on VMS would be provided at the next meeting of the Transport Steering Group with the intention of erecting the first signs next Spring.

Members noted that there would be an additional meeting of the Transport Steering Group before the next meeting of the Local Committee and therefore agreed that further discussions be held between The Lanes management, County and City Officers and the Police on the possible amelioration of the effects of the additional traffic at the entrance to The Lanes car park. It was therefore

AGREED, that the recommendations in the report be deferred pending a further report to the next meeting of the Transport Steering Group.

8. CARLISLE CITY CENTRE BUS/RAIL INTERCHANGE AND BUS PRIORITY - STAGE 2 CONSULTATION

A report by the County Director of Community, Economy and Environment detailed the results of the second stage of consultation on the proposed bus/rail interchange and bus priority scheme and recommended some amendments to the proposals. The Steering Group were reminded that this scheme was one of three phases currently under consideration which were integral to the outline business case being presented to Government for the funding the Carlisle Northern Development Route. The Government wished to see an integrated transport policy within the City and a scheme such as this one, if successful, would be a contributory factor. The purpose of this stage of consultation had been to seek the views of Members, key interest groups and frontagers on the latest scheme proposal. Support for the proposals had been received from the Police, Stagecoach and Virgin Trains. In addition, the general public were given an opportunity to comment or request further information via a newspaper article. A number of written responses had been received and these were summarised in the report. The purpose of the scheme was to increase transport use for those travelling to and from and within the city centre and to meet the needs of all road users without unduly penalising them. An analysis of the feedback and further feasibility studies had shown that several improvements and modifications could be made to the proposal. These were detailed in the report, Members were asked for their comments and asked to note that these amendments and the remainder of the scheme would be subject to further consultation.

An issue raised during the consultation was the desirability of allowing hackney carriages and white saloon taxis to use bus lanes. Members had varying views regarding this proposal, some felt that taxis should be allowed to use the bus lanes as any misuse would be easy to police. Other Members felt that taxis should be classed as ordinary motor cars and not allowed the use of this facility.

The scheme proposed the removal of the short-term car parking facilities on Court Square and Members felt that this was an important facility which should be maintained if at all possible. The City Council were currently assessing the need to retain the public toilets in Court Square and if they were to be closed additional parking spaces could possibly be created. The Court Square area had been the subject of a recent environmental

enhancement scheme and it was suggested that this area be taken out of the current proposals in order to be considered further at a later date. The draw back in doing this would be the opportunity to improve further pedestrian movements in the vicinity.

Mr R E F Aldersey raised the possibility of parking being provided behind the railway station and this was an issue which may be addressed in the future. The possibility of allowing the traffic wardens employed under the new DPE scheme to monitor parking on railway land could be explored further with the railway authorities should they feel the current scheme was being abused. It was

AGREED, that

- (1) the Steering Group note the responses received from the second stage of consultation and Officers comments;
- (2) the Carlisle Local Committee be **RECOMMENDED** to approve the proposed amendments to the scheme, apart from the use of bus lanes by hackney carriages and white saloon taxis which the Steering Group were minded to not allow, and approve the third stage of consultation with the wider public being undertaken (see Appendix 3).

9. HIGHWAYS SCHEME PROGRESS AND MONITORING REPORT

A report by the Director of Community, Economy and Environment updated Members on progress of works within the highway and an updated version was circulated at the meeting.

AGREED, that the report be noted.

10. ANNUAL PACKAGES OF MEASURES – LOCAL BUS PASSENGER WAITING FACILITIES

This report had been withdrawn from the Agenda with the agreement of the Chairman.

11. 2002/03 ANNUAL PACKAGES OF MEASURES (APM) CANDIDATE DATE SCHEMES

A report by the Director of Community, Economy and Environment detailed a first list of schemes as possible candidate schemes for the 2002/03 APM funding. It was expected that Cabinet at its meeting on 16 October would allocate a block APM sum to individual Local Committees.

Members were concerned that they had not had prior notification of some of the potential schemes on the list within their own division. These would need to be the subject of further discussion. It was also noted that there had been occasions where local Members had received notification of works to be carried on schemes at the same time as the general public and this was not acceptable. The Director asked Members to consider bringing forward the work on the Safe Routes to Schools project at Newman School to run in tandem with the project at Trinity and St Aidan's Schools during 2001/02.

It was

AGREED, that the Local Committee be **RECOMMENDED** to

- (1) approve the provisional lists showing possible candidate 2002/03 schemes for LTP-APM funding and suggest possible additional schemes, including social inclusion on public transport infrastructure (bus stops/shelters);
- (2) bring forward the work on Safe Routes to Schools in connection with Newman School to 2001/02 to run in line with the schemes at Trinity and St Aidan's School.
- (3) a progress report be submitted to a future meeting

12. PROPOSED DEVELOPMENT – KINGMOOR PARK REGIONAL BUSINESS CENTRE

A report by the Director of Community, Economy and Environment sought Members views on contributions to be requested from the developer of the Kingmoor Park Regional Business Centre. Members had previously discussed the desirability of constructing a mini roundabout at the Parkhouse Road/Kingstown Broadway junction but no firm proposals for this had as yet been made. It was felt that the increased traffic to be generated by the Regional Business Centre development would put further excessive pressure on Parkhouse Road and exacerbate the problems at the Parkhouse Road/Kingstown Broadway junction and that there would be even greater need for construction of the mini roundabout. It was

AGREED, that the County Council Local Committee for Carlisle be **RECOMMENDED** that

- (1) as part of the planning condition the developer enter into a S278 with the County Council regarding any site access improvements on the U1281 that might be required;
- (2) as part of the planning condition the developer be requested to pay the construction costs of a mini roundabout at the Parkhouse Road/Kingstown Broadway junction;
- (3) the Developer prepare a green travel plan for this development;
- (4) the Developer be required to either provide a bus only link into other parts of Kingmoor park or an access for buses into the regional business centre together with proper turning and waiting facilities;
- (5) the Developer be required to provide a pedestrian/cycle route to connect the Lowry Hill Estate with Leabank road within Kingstown Industrial Estate.

**13. SECTION 278, WINDSOR WAY, CARLISLE
PROPOSED DEVELOPER FUNDED HIGHWAY IMPROVEMENTS**

The Developer of a new housing estate at Windsor Way had contributed towards traffic calming measures, carriageway widening at the junction of Windsor Way with Scotland Road and the provision of a pedestrian crossing facility on Scotland Road.

Members expressed concern about the need for the traffic calming features on Windsor Way and Officers advised that these were now suggested on new housing developments to enhance the environment of the estate and to provide safe crossings for pedestrians. It might be possible however to modify the nature of the speed humps to speed cushions if Members so wished. The widening of the carriageway junction with Scotland Road and the provision of the pedestrian crossing facility on Scotland Road were acceptable to the Working Group.

AGREED, that the Local Committee be asked to note the views of the Transport Steering Group regarding the speed humps and consider proceeding with implementation of the scheme as detailed in the report.

14. DATE OF NEXT MEETING

The next meeting of the Carlisle Transport Steering Group would be held on Thursday 1 November 2001 commencing at 9.30 am at the Civic Centre, Carlisle. It was agreed that the non County Council Members of the previous Transport Steering Group be invited to this meeting.

The Meeting ended at 3.00 pm

LMG/LH

CARLISLE TRANSPORT STEERING GROUP

Notes of a Meeting of the Carlisle Transport Steering Group held on Thursday 1 November 2001 at 10.00 am at The Courts, Carlisle.

PRESENT

Mr K Wilkinson (Chairman)

Mr R E F Aldersey	-	Cumbria County Council
Mr L N Fisher	-	Carlisle City Council
Mrs A Glendinning	-	Cumbria County Council
Mr J M Guest	-	Carlisle City Council
Ms J Holland	-	Parish Council Association
Mr H McDevitt	-	Carlisle City Council
Mr B McFarland	-	Stagecoach
Mr M Martin	-	Independent Taxi Association
Mr M R Mitchelson	-	Carlisle City Council
Mr G R Prest	-	Carlisle City Council
Mr R Watson	-	Cumbria County Council

Officers in Attendance:-

Mr M Battersby	-	Director of Environment and Development, Carlisle City Council
Mr P Butterworth	-	CAPITAdbs
Mr R Lewis	-	CAPITAdbs
Mr K B Poole	-	City Council Environment Department
Mr D Sheard	-	Carlisle Area Support Manager
Mr A Wilkinson	-	County Council Community, Economy and Environment Department

13. APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr J Adams, Ms D Brewis (substitute Ms J Holland), Mr V Dodd, Mr R Hindson, Mr J Mallinson, Mrs C Rutherford (substitute Mr H McDevitt), Mr C Southward (substitute Mrs A Glendinning).

For the benefit of the non Council Members of the Group the Chairman explained that due to an anomaly in the Government's Regulations it had not been possible to convene the Joint Highways Committees. The Local Committee had decided in the meantime that highways matters should be considered in the first instance by the Carlisle Transport Steering Group. A meeting of this Group had been held on 4 October however it had not been possible, given the short timescale, to invite the external Members to that meeting.

14. DECLARATIONS OF INTEREST

There were no declarations of interest.

15. NOTES OF LAST MEETING

The Notes of the last meeting of the Steering Group held on 4 October 2001 were received.

16. CARLISLE VARIABLE MESSAGE SIGNS – PROGRESS REPORT

This report was withdrawn from the Agenda.

17. LANES PARKING MANAGEMENT AND TRAFFIC ISSUES

A report on the Stage 3 Safety Audit in relation to The Lanes extension had been submitted to the last meeting. However, in the event, the discussion at the meeting had mainly related to a particular issue concerning traffic congestion at The Lanes car park on 29 September and consideration of the remainder of the report had been deferred to this meeting.

Officers had examined the background to the traffic congestion at The Lanes car park on 29 September and concluded that the main cause had been the introduction earlier that week of the "pay on foot" system. The traffic count figures showed that the car park had been busier on other weeks when there had not been significant traffic congestion. There had also been no reoccurrence of the congestion since 29 September; certain measures had been introduced such as the closing of the right hand exit from the car park during busy times and The Lanes management and car parking staff were working to reduce any further problems. The report suggested the introduction of "yellow box" junction markings at the car park entrance to assist in reducing congestion.

In relation to the findings of the Stage 3 safety audit certain of the urgent actions were being carried out within existing budgets. The audit had highlighted concerns regarding pedestrian safety at the crossing at the Rickergate/New Drovers Lane/Market Street junctions. The problem with drivers turning left out of Rickergate onto New Drovers Lane during the green pedestrian crossing phase continued and the proposed solution was to introduce an all red pedestrian phase. It was proposed to use new traffic data to update the computer model for this junction and the linked West Tower Street/Scotch Street junction to confirm the case for the introduction of all red phase.

In order to reduce traffic movements in the vicinity sufficiently to allow for the introduction of the all red phase it would be necessary to close off the Warwick Street/Rickergate junction to all but police and fire vehicles responding to emergencies. All other vehicles would need to enter and exit Warwick Street at its junction with Peter Street. The Lanes developer had indicated that he would contribute £7,000 towards these works provided they were introduced before Christmas. In view of the safety aspects of this junction the Steering Group also wished the works to be carried out as soon as possible. Officers had taken legal advice and concluded that these works could be carried out as part of a temporary Traffic Regulation Order which would allow for

consultation to take place during the duration of the Order and not prior to it being introduced. Members asked that should this Order go ahead the residents of Warwick Street be visited personally to have the proposal, the reasons for it and their opportunity to object explained to them. If possible, this should be done before the meeting of the Local Committee on 9 November to allow provisional views to be reported to the Committee.

In order to ease traffic congestion at the junction of West Tower Street/Market Street/Peter Street Officers suggested that a mini-roundabout be installed. Several Members of the Steering Group, including the Stagecoach representative, felt that the installation of a roundabout would create more difficulties and that an alternative solution should be examined. The situation at this junction was not as urgent as the car parking problems and could be consulted upon as part of the City Centre consultation. Members suggested that the investigation of the computer model referred to above be extended to cover this junction to assess the traffic situation and that alternatives to a mini-roundabout be reported to the next meeting of the Steering Group.

AGREED, that the Carlisle Local Committee be **RECOMMENDED** that

- (1) the solutions proposed to ease traffic congestion at The Lanes car park be noted;
- (2) the Experimental Traffic Order be made permanent in part and a new Experimental Traffic Order providing for an all red pedestrian phase at the Rickergate/Warwick Street/New Drivers Lane junction, the closure of the east end of Warwick Street and the removal of the banned left turn from Rickergate (north) be introduced;
- (3) the residents of Warwick Street be visited by officers to have the proposal, the reasons for it and their opportunity to object explained to them;
- (4) yellow box junction carriageway markings be introduced at The Lanes car park entrance;
- (5) traffic conditions be carefully monitored throughout the peak Christmas period;
- (6) officers report back on the outcome of the traffic data computer model and alternative solutions to a mini-roundabout at the West Tower Street/Market Street/Peter Street junction to the next meeting of the Transport Steering Group.

18. TRAFFIC REGULATION ORDERS

(1) Carlisle Urban Area

No objections had been received during the statutory consultation period on an Order introducing waiting restrictions and legalising existing restrictions in preparation for the onset of decriminalised parking in the urban area.

Mr Fisher advised Members of concerns of residents of houses on Victoria Place adjacent to its junction with St Aidan's Road. Following the introduction of residents' parking schemes in the vicinity residents were experiencing problems in accessing their properties due to cars parking on Victoria Place, on some occasions blocking driveways. Officers advised that a Traffic Regulation Order to prevent this parking would need to be promoted separately to this Order. The Area Support Manager reported that he intended to carry out a review of residents' parking schemes within the area following the introduction of decriminalised parking enforcement.

Mr Martin raised an issue regarding the number of taxi ranks in the city. He advised that taxi drivers felt that the number of taxi ranks in the city should be related to the number of taxi licences being issued. Members of both the County Council and the City Council did not agree with this view and advised that there had never been any intention to provide additional parking spaces when new licences were issued.

(2) Kingstown Broadway Signals

To enable the traffic signals to be constructed at the junction of Kingstown Road/Kingstown Broadway it had been necessary to advertise an Order to restrict traffic exiting Wakefield Road to turn left only and to prevent access across the central reservation on Kingstown Broadway from the westbound carriageway. No objections had been received to this proposal and it was intended that the restrictions would be introduced in January to coincide with the start of the construction works.

(3) C1030 Cumwhinton Road – 30 mph Speed Limit

No objections had been received to a proposal to extend the extent of the 30 mph speed limit on Cumwhinton Road.

AGREED, that

- (a) the Local Committee be **RECOMMENDED** to authorise the making of the following Orders:-
 - (i) Carlisle Urban Area
 - (ii) Kingstown Broadway Signals
 - (iii) C1040 Cumwhinton Road – 30 mph Speed Limit
- (b) Officers investigate the possibility of promoting a No Waiting Order on Victoria Place in the vicinity of its junction with St Adian's Road.

**19. A7 KINGSTOWN ROAD/KINGSTOWN BROADWAY, CARLISLE
PROPOSED DEVELOPER FUNDED JUNCTION IMPROVEMENT
STAGECOACH OBJECTION TO PROPOSED LOCATION FOR
SOUTHBOUND BUS**

Following the agreement by the Local Committee and the approval of planning permission by the City Council of a signal controlled junction at Kingstown Road/Kingstown Broadway consideration had been given to the relocation of the southbound bus. Four options for the bus stop were reported to the Steering Group. Unfortunately, there were difficulties associated with each of these options relating to vicinity to residential premises, loss of parking space and obstruction of the carriageway. Discussions had taken place with Stagecoach who had indicated that their preferred option was the option between California Road and the Coach and Horses (Option B) which would obstruct the carriageway and drivers vision together with the cycleway.

Stagecoach advised that they anticipated that approximately three of that Company's buses would use the bus stop per hour. In the longer term it was hoped that a bus shelter might be able to be provided at whichever location was agreed and that increased usage of bus services would be made by employees travelling to work at Kingmoor Park.

The Steering Group considered each of the options and felt that all of the options except that south of James Rennie School access opposite the BP garage (Option D) would block the carriageway in some way and

AGREED, to **RECOMMEND** that Carlisle Local Committee agree to the installation of the bus stop at the point detailed at Option D (south of James Rennie School access opposite the BP garage) on the plan. If possible, the Officers be asked to carry out preliminary consultation with residents and report initial views back to the Local Committee at its meeting on 9 November.

20. BETTER WAYS TO SCHOOL PROGRESS REPORT

A report by the Managing Director of CAPITA**ds** on behalf of Community, Economy and Environment updated Members on progress to date on the Better Ways to School initiative in the Carlisle area. This report would be circulated to Members of the Local Committee for their information.

AGREED, that the report be noted.

21. TRAFFIC CALMING – PETTERIL BANK AREA

A report by the Managing Director CAPITA**ds** detailed proposals for a 20 mph zone and associated traffic calming devices in the Petteril Bank area which had been considered at the meeting of the local Neighbourhood Forum on 30 October 2001. The Area Support Manager reported that there had been overwhelming support for the proposals at the Forum meeting. Some concerns had been expressed regarding the number of traffic humps on Carlisle Drive and these may be removed from the Scheme following the advertisement and consultation on the Order.

AGREED, that Carlisle Local Committee be **RECOMMENDED** to approve the advertisement of a Traffic Order introducing a 20 mph zone in the Petteril Bank area and to introduce speed cushions in the area shown on the plan.

22. NEXT MEETING

The next meeting of the Steering Group was arranged for Friday 11 January 2002 commencing at 10.00 am at The Courts, Carlisle.

The Meeting ended at 11.40 am

LMG/LH